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The China Mail.

ESTABLISHED 1845

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No. 16049

號二十月十年四十一百九千一第

HONGKONG, MONDAY, OCTOBER 12, 1914.

庚申年九月十三日

PRIME, 88.00 Per Month

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of Lords and House of Com-
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A. S. WATSON & Co., Ltd.

WINE & SPIRIT MERCHANTS
ALEXANDRA BUILDING, HONGKONG.

END OF ST. FRUSQUIN.

Great Racehorse and Sire.

(Hobart) in "The Daily Telegraph."

Two items of much interest, even in these times of great moment, have to be recorded to-day. One is the fact that racing is being resumed on the morrow, North and South—at Gatwick, in Sussex, at Haydock Park in the northern zone of racing. The other is the death of St. Frusquin, the eminent racehorse and sire that has for so long been associated, first with the colours of Mr. Leopold de Rothschild and then with that gentleman's South-coast Stud at Leighton Buzzard. The horse died last Tuesday, hurriedly destroyed, one is led to assume, because life had come to a very low ebb with the gallant old fellow. That the news should only now be circulated shows to what an extent the war is dwarfing every thing, in spite of the tiny atoms of intelligence that are allowed to trickle forth from that useful and yet intensely expurgated Press Bureau.

I have described St. Frusquin as a great racehorse, and I offer no apology for applying a word so often subjected to abuse. A horse that was capable of doing what he did with Perseus is entitled to go down into history as a great racehorse. St. Frusquin's career on the Turf was comparatively a short one. He won five races as a two-year-old, including those three minor classics in the life of a racehorse—the Chesterfield Stakes, Middle Park Stakes, and Dewhurst Plate, all of course at Newmarket. His task in the Two Thousand Guineas was simple enough, though Love wisely, whom he beat, afterwards took Cup-race.

BEATEN BY PERSEUS.

And then came that ever memorable Derby which Perseus won for the late King Edward, then Prince of Wales. That was in 1896. Jack Watts on Perseus beat Tom Lovell on St. Frusquin by a neck after a great race, and there followed such a scene of rejoicing on the part of his had no parallel, except, perhaps, when Minoru won in 1900 for the same gracious King. Honours of a lasting kind went to the defeated that day at Epsom, and it is possible that the great racehorse, who had good home that has contributed largely to history, he may not have been able to show his true worth across the slopes and shadows of Epsom. The best three-year-old has often not necessarily won Derby honours. St. Frusquin avenged himself on his famous first when they came to battle again for the Princess of Wales's Stakes, though the Derby winner had to concede. Mr. L. de Rothschild's horse further stamped himself as a brilliant performer by winning the Eclipse Stakes, and that was the last race of him in public.

I have had glimpses of him more than once at Southview during the long and distinguished period of his stud career, and have, therefore, and opportunities of seeing the affectionate care of a grateful owner for his horse. No one can doubt that St. Frusquin brought a very deep and real pleasure into the life of Mr. de Rothschild. For there were not only the racecourse triumphs to stand out vividly in the recollection—the horse won £32,000 in stakes—but there were his successes as a sire. He sired St. Amant, who gave Mr. de Rothschild the long waited distinction of winning the Derby. That was exactly ten years ago, and then, to let memory roam over the horse's other notabilities, one recalls that fine sire Flair, winner of the Old Thousand Guineas, Mirabeau and Rosedrop, winners of the Oaks, Blenheim (understudy to Rock Sand, but a good horse notwithstanding), Quintessence, Greenback, Rhodora, and a host of others that cannot be mentioned because of the pressure on space. I may, however, detail the record of the winnings of his stock from 1900 to 1914. It is as follows:

1900	2,813
1901	11,317
1902	10,526
1903	26,528
1904	17,341
1905	17,733
1906	2,237
1907	23,841
1908	24,583
1909	11,751
1910	24,141
1911	10,338
1912	19,618
1913	12,118
1914	3,472
Total	227,724

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DON'T doctor your blood for rheumatism. Get the sunshine and common sense of Chamberlain's Pain Balm. In a few days it will get you up and out into the sunshine, then nature will restore the rich red blood to your system and rid the system of this troublesome disease. For sale by all Chemists and Druggists.

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The Milk that has the largest sale in the world because it is the best in the world is "MILKMAID" BRAND MILK.
For Drinking purposes ask for "Milkmaid" Natural Sterilized (Coloured Label).
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For Tea, Coffee, Stewed Fruits, &c. (unsweetened) ask for "Milkmaid" Evaporated Milk (Gold Label).

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 12th OCTOBER.

8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'

5 P.M. 'KINSHAN.' 5 P.M. 'FATSHAN.'

TUESDAY, 13th OCTOBER.

8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'

5 P.M. 'FATSHAN.' 5 P.M. 'KINSHAN.'

Single Fare by Night Steamer \$ 6.00

Return Fare by Night (available also for Return by day Steamer) 10.00

Single Fare by Day Steamer 4.00

Return Fare by Day Steamer 8.00

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HONGKONG TO MACAO

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 8 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 19th OCTOBER.

The Company's Steamship "TAISHAN"

will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.

and return from Macao at 2 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.40 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

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Departures from Macao to Canton on Monday, Wednesday and Friday at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday at 8.30 P.M.

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S.S. 'SAINAM' 588 Tons, and S.S. 'NANNING' 565 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa, by the Company's direct Steamers "LINTAN" and "SAKU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

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Hongkong, September 4, 1913.

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SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS. Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 3' 6"

Pumps empty Dock in 2-3/4 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES through the Shops ranging up to 100 Tons.

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PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P. As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

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ADAMABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level

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Telephones in all rooms. First-class Casino, Lounge, Smoking and Ladies' Rooms, Roof Garden.

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Effervescent Saline

For purifying the Blood and cooling the System.

Refreshing Invigorating

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CHARGES:—

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HONG KONG, April 1, 1914.

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MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager
Hongkong, August 12, 1908

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spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
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and pains, is the result.ENO'S
FRUIT SALTis the approved remedy for driving out disease
germs. Its action is quick and thorough. It
clears the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.It may be safely taken at any time by young
or old.It is very effective in the early stage of Diarrhea
by removing the irritating cause.Be prepared for emergencies by always keeping
a bottle in the house.Prepared only by
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SOLD BY GROCERS AND STORES EVERYWHERE.

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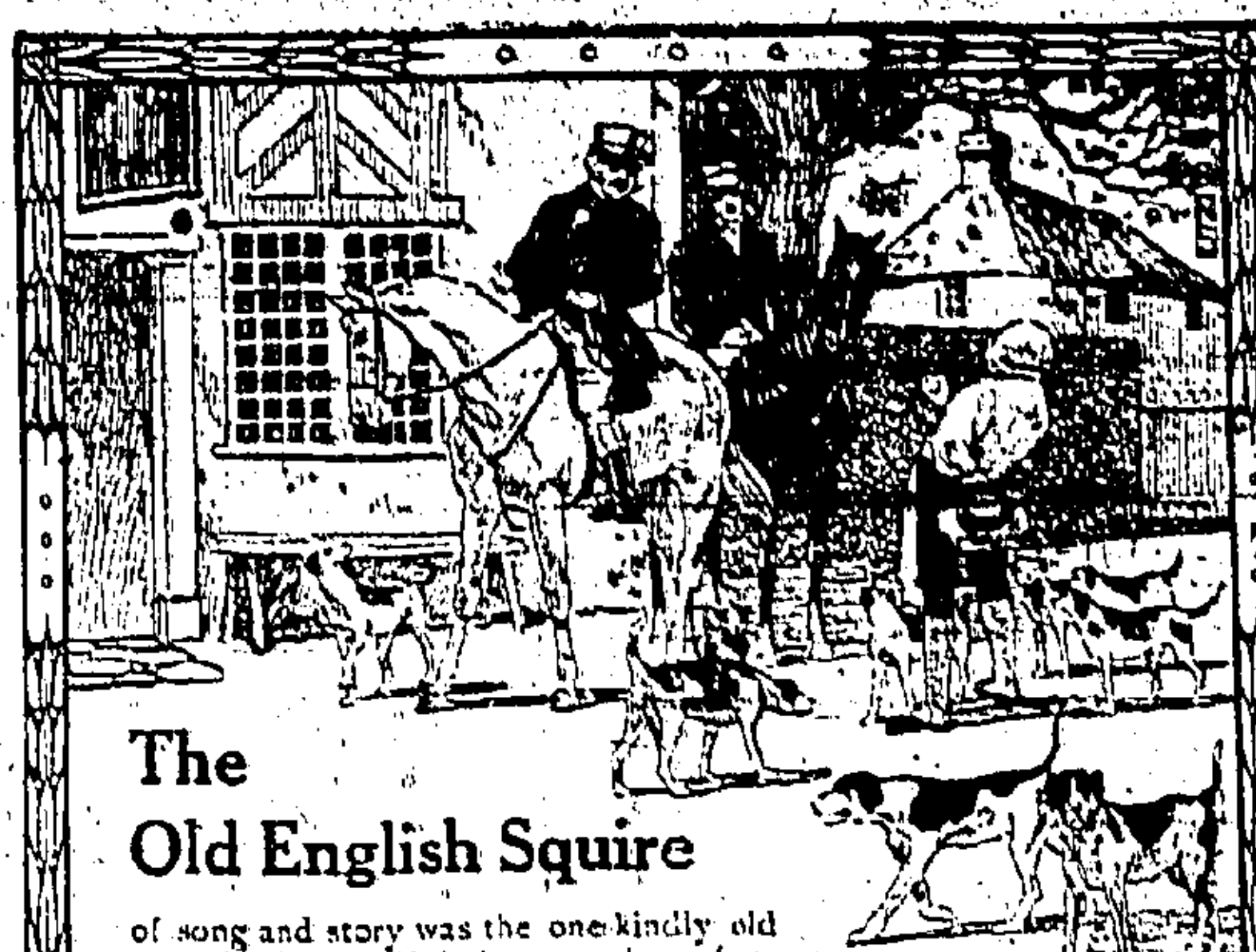
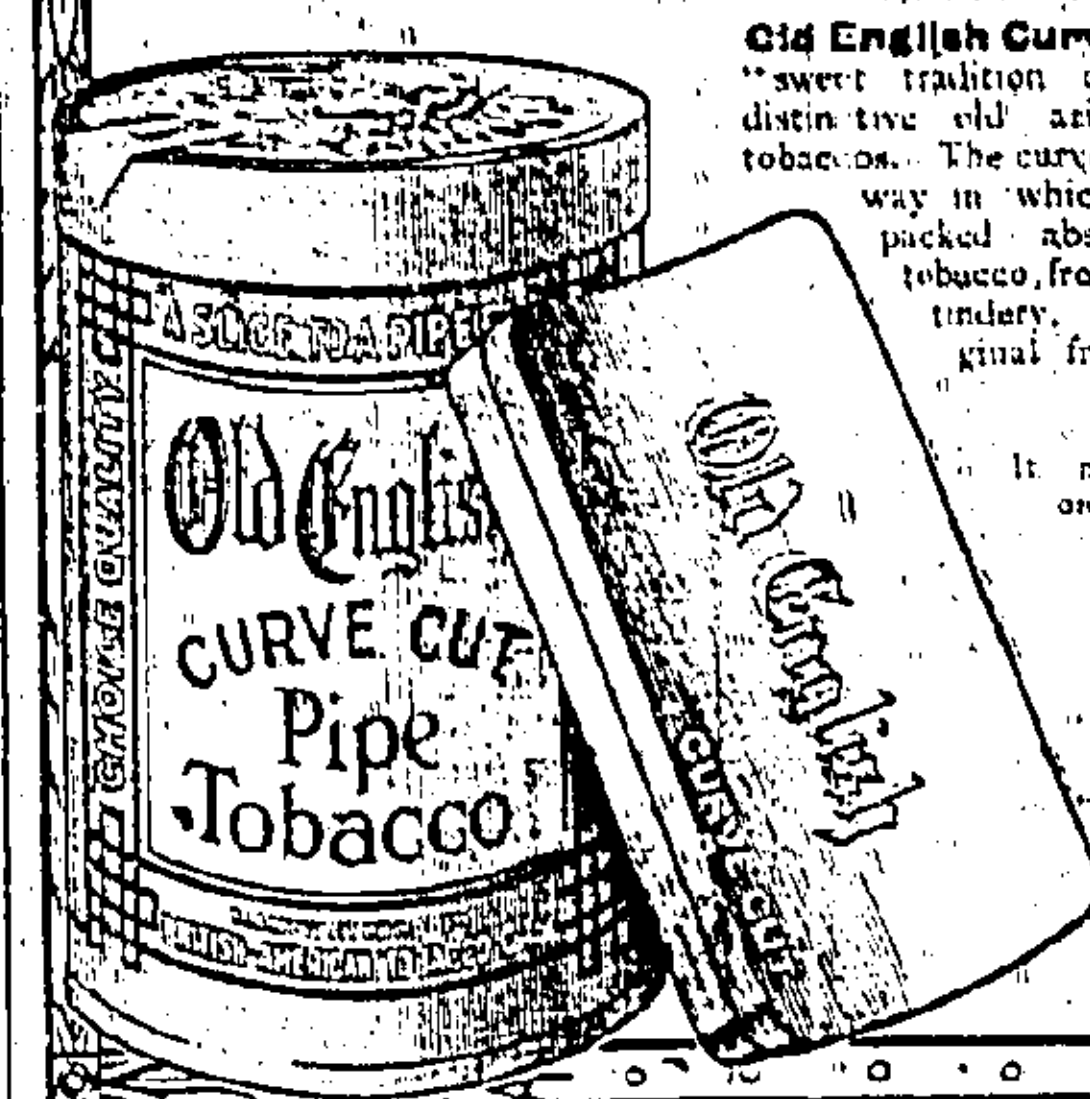
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The
Old English Squireof song and story was the one kindly old
mortal who certainly knew real comfort.
A generous item in his daily joys was a cool
Churchwarden Clay and a palm full of ripe, mellow tobacco.Old English Squire Cut carries out that
"sweet tradition of smoke." It is a
distinctive old-fashioned pipe tobacco.
The curved "slice" of pipe full
way in which "Old English" is
packed absolutely prevents the
tobacco from becoming dry and
timid, and preserves its original
freshness and fragrance.It is made for the pipe
and ensures a slow,
burning, cool smoke.Sold by
all High-Class
Tobacconists.

A SHORT STORY.

A CHILD OF NATURE.

By Anastasia Call.

(Continued from Saturday's "China Mail.")

Charlie Standish looked concerned
when he heard of the disturbance. "I
am sorry for Jack Mansell," he said,
seriously. "He's a decent fellow—a
rough diamond—and a million times too
good for her."Vaughan, remembering his blood-
thirsty language, smiled.

"Oh, that's all very well. Miles.

You saw him at a disadvantage. The
primitive man, without any veneer of
civilization, is rampant in him just now.
It isn't fair; it really isn't. You are
only amusing yourself, but you are
trusting him to desperation—or rather,
his little mix is. And through her
he first got mixed up with the Winter
man."

"Well, I'll be gone in a few days,"

he said, looking at his watch. "I
thought of Jack Mansell and then of
Hazel. He had not mentioned the
girls to Standish, and wondered if
Hazel took them seriously. She was
utterly impossible, of course. He
thought of his lady mother's horror if
he knew. Yet what a charming, lovely
girl she was, and again he felt
that warm, tempting, red lips against
his own. Then he saw a slight little
figure along the road in front of him,
and the blood rushed to his head, his
heart began beating in an overpowering,
staggering way.The news was serious conversation
at the parlours that night.

"I can't tell you how sorry I feel,"

said Standish. "I almost wish you
never came here. It is throwing your
life away."Vaughan only laughed. The die was
cast, and he felt perfectly happy."It is not the girl's position in life I
object to," continued Standish, "but
her personality, and connections, and
her treatment of other men. I met Jack
Mansell to-day. They were really en-
gaged, he said, and of he married at
Hazel. He is quite broken up, and is
going away from home; but I suppose
a man's love affairs never meet with
everyone's approval. I'll do my best
for Hazel, for your sake, and I'll answer
for Kit, too."So Vaughan put an engagement-ring
on Hazel's finger and went back to town.
Her letters were better than he expected.
She had attended the state school and
brought a possible hand. Occasionally a
glaring grammatical slip made him
wince, and her spelling was not all it
should be, yet each letter was better
than the last.During the winter he decided to go
up to see her. The Westford Hospital
ball was coming off, and she wanted
him to take her to it. He saw an over-
dressed in one of the shop windows—a
white, fluffy sort of thing—so he bought
it for her, getting it tried on a girl
about her size. Indeed, during the past
months he had sent her many articles of
apparel, and sometimes a post-office
order, knowing how little money she had.It was dark when he reached the pa-
riage, and Hazel was waiting for him
in the drawing room. She had on a
becoming brown velvet dress, and
seemed to have grown, and she had her
hair done in the newest way. When
she spoke he noticed an improvement,
too. The Standishes had, indeed, done
their part, and no one could feel abashed
at this beautiful young princess. She
was staying for the night, and they set
up late—a pleasant family party. Vaugh-n was not a religious man, yet when
he went to bed he said something like
a prayer of thankfulness that he had
this sweet, innocent girl to train and
take care of.Next day was Sunday, and they all
went to church together. Hazel, wear-
ing a brown velvet to match her
dress, and a subtle nocket that Vaughan
had bought for her, looked a picture; Kit
Standish's dark glossy beauty acting as
a foil to her. With little Kit and Char-
lie, too, the paragon was well
worth looking at. A broad-shouldered
huskiness who sat opposite seemed to
think so, too, and Vaughan noticed
him staring continually at Hazel, and
felt quite jealous.Denton invited himself to dinner for
to-morrow night," Standish informed his
wife, when he got home."Who is Denton?" asked Miles, his
thoughts flashing to the bushman who
stared at Hazel.

"Haven't you heard of Rufus Denton?"

Why, he owns half the country. He has
a big station up in New South Wales.
Too. We don't see him often, but he's
the best parishioner we've got, and gives
generously to everything. But he has
never before honoured us with his com-
pany."It came the following night, and
proved entertaining and agreeable. Hazel
was there, too, and he and she had a good
deal to say to each other. She did not
know much about books or other things
that Miles Vaughan took an interest in,
but she knew all about bush life, and
never did she appear to better advantage.
He felt quite proud of her, yet slightly
uneasy. And what business had Denton
which quarter though he was to stay
so long as he?A few nights later, when going to see
Hazel, he met a horseman cantering
along the road, and recognized Denton.
Again he felt irritated, yet laughed at
himself. What a jealous beggar he was
acting, as if a man could not ride past
Hazel's house. When he got there he
did not mention Denton, but her cheeks
were flushed and her eyes bright with
revelation."You need not worry about a chap
on the ball," she said, when he
told her the reason. "Mrs. Deane has
said he is to go with her."Mrs. Deane, the bank manager's wife,
was a member of her—haughty, so-
ber, and who never gave him her
hand the tips of two fingers. He could
never believe his own; but, of course,
it was on account of the Standishes.
They were not going to the ball, and he
understood that Hazel had some woman
within the church social circle whom
he could go with.Mrs. Deane evidently did not believe
in doing things by halves, so she invited
Hazel to dinner the night of the ball.
Miles was not asked, though he fully
expected to be. He got to the hall earlyhen was not a religious man, yet when
he went to bed he said something like
a prayer of thankfulness that he had
this sweet, innocent girl to train and
take care of.Next day was Sunday, and they all
went to church together. Hazel, wear-
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ALEXANDRA CAFE

ADVENTURES OF A WAR CORRESPONDENT.

A WEEK'S TRIAL.

Paris, August 25th.—All's well that ends well, is what I can say after a week's adventure, during which I was arrested, searched, stripped, and imprisoned as a spy, and kept for five days in solitary confinement in a prison cell, and sent back under escort to Paris.

It is all over now; the nightmare is gone; visions of being court-martialled and shot have passed away; and I have told the story of my adventures at the French Foreign Office without recrimination and have received their sympathy for what had befallen me. I have even been assured that in return for my misadventures special facilities for the future will be sought for me to do my duty as correspondent for "The Daily Telegraph," and I hope that out of much evil some good will come.

I had proceeded to Rheims before the declaration of war, and had a regular permit signed by the Military Governor of Paris to leave the capital. I next secured the following permits in order: (1) to go by motor to Chalons and return, dated August 4th; (2) to go by motor to Paris and return, dated August 5th; (3) to go by motor to Givet, Charleville, Boucy, Hirson, and Maubeuge and return, dated August 7th.

"VIOLATING ORDERS."

At noon on August 8th I was arrested by a special police commissary at Rheims and taken to the police-station, and there I was accused of having violated strict military orders not to enter the zone of the armies, that I had in spite of that gone right up to the lines, and, in fact, that an order for my instant arrest had been sent out from Paris. I was well treated at the commissariat, but this was nevertheless an unpleasant situation.

Towards eleven at night I learned that I was suspected of espionage. Such a suspicion in time of war, and within the military lines, presented no cheerful outlook. Secondly, in spite of Consular intervention, I was told that I could not be released that night, and that I was in the hands of the military. A judgment alone would set me free. A judgment of sentence, meant a court, and a court in time of war is usually a court-martial. These were the prospects with which I stretched myself out on a pair of mattresses on the floor of the commissariat's room, who, I repeat, was kind and courteous. Kindness and courtesy are not enough when you are unjustly accused of no grave an offence in time of war. This was the feeling that buzzed through my brain all night.

"But I hope you will be released to-morrow," said the kind commissary to me, the last thing at night, when he left me in charge of three inspectors, one of whom slept on a mattress on the floor opposite me. Food was kindly sent for me from the hotel that night and the following morning, but somehow or other, when vistas of court-martial and a firing party open up for a prisoner, that prisoner's appetite is gone, and so was mine. I could eat nothing.

SEARCHED AT A HOTEL.

The next morning I hoped for better things, but instead of that things turned worse. Two special inspectors from Paris took charge of me, searched my rooms at the hotel, found nothing, then searched me, and not finding anything suspicious, they requested me to get into a motor-car driven by a soldier.

"Whether am I being taken?" I inquired.

"Two hours' ride from here," was the laconic answer. An hour later, in fact, I found that I was at Chalons, where I spent ten minutes in the car under the eye of one inspector, whilst the other entered the military headquarters. He returned to say, "It is all settled," and simply gave a meaning to the soldier-chauffeur to drive on. An hour later our car entered Vitry-le-Francois, where there is a prison especially suited for "cellular incarceration of dangerous criminals." I was taken to the police-station, and was met by M. Sebille, Director of the Surete Generale, who looked very angry, and said some things which I prefer not to repeat, but which were not altogether directed at me.

TRACES OF THE TRADE.

You have given me enough trouble. It is one of the tricks of you journalists—as if we had not enough others to attend to. What did you want to do up there in the line? Get a beat on the others, I suppose. Well, you have done yourself a bad turn. For the present I shall keep you here four or five days administratively.

He was so angry at having to deal with a journalist who had been "trying it on" that he gave me no time to explain. I wanted to tell him that I had been trying nothing on at all, and had simply been complying with my duty as I conceived it, of a war correspondent for "The Daily Telegraph." In fact,

I had not been trying it on in any way. However, he disappeared, and left me at the mercy of another kind police commissary. The two inspectors kept watch over me until evening, when they also got tired, and left me to the mercy of guardmen, who brought me in some food.

But, alas! my appetite had not increased, and I could not swallow a morsel. At eleven at night the police commissary returned, and was indignant that I was still left on his hands.

"I cannot let my guardmen sit up all night," he said—very humbly for the commissary—so ominous for me, "I shall have to send you to the 'violate' (that is, the police hole) for the night." This was a look-up about two yards square, with a stone to sit on and plenty of unwelcome accessories.

READ-WORKED GUARDMEN.

I earnestly expostulated, and even entreated. Could not some arrangement be found? I offered to let myself be chained to an iron pillar if only they would not put me in that look-up.

"That is an idea," said a guardman, and in an instant he had a chain of his own.

"This will do," he said, as if quite happy to have found a solution.

"No, I cannot permit this," said the commissary. "But you know that in these war times my men have to work sixteen and eighteen hours a day, and I cannot ask them to stay up all night to keep watch over you."

Why did not M. Sebille do something? I also deplored that M. Sebille had not done something—namely, released me. But there, I was a fearful nuisance on the commissary's hands. Could not some other arrangement be found? I asked.

A compromise finally was found by which a guardman slept in an adjoining room in an iron bed, and another kept watch at the door, whilst I was given a mattress to lie upon on the floor. That night I escaped the "police-hole," but worse things came the next day. About noon, just as I had ordered some food, and was about to make an effort to eat something, two other inspectors came, and this time with a written order which was read out to me with some solemnity. The substance of it was: "You," giving my age, name, profession, etc., "are to be taken to the Maison d'Arrets (alias prison) of Vitry-le-Francois, to be kept in confinement and privation of liberty as a person suspected of espionage in time of war, punished by Law no. 286 of 1886 on espionage."

I was immediately escorted to the prison of Vitry-le-Francois, handed over to the gendarmes, who, however, had no instructions to treat me with consideration. I was searched and deprived of all my belongings except a toothbrush. I reflected on the sorry conclusion of a war correspondent's career, but got little time for it before I was marched off to a cell and there stripped and searched still more thoroughly.

The door was then bolted and barred on me and I found myself inside a cell with a tiled floor—an iron stretcher on one side, an oak board fastened to the wall on the other, and a rough wooden chair fastened with a chain to a ring in the wall. The place seemed damp, and there was a small window with heavy iron gratings high up beyond my reach, which let in some air and light.

"Are you all right?" the chief keeper came to ask me about two hours later in a kindly voice. "I am not all right at all," I replied, "and I do not know why I am here. Surely they cannot take me seriously for a spy?"

"Oh, it is all right," he said, "don't get into a spleen." No vous faites pas de bile! "was that poor man's exclamation every time he came to see me after that, which was about three times a day.

My back was aching; I was no longer able to sit up, and I threw myself on to the hard iron stretcher, and turned and twisted, looking in vain for a comfortable position, and trying to think what murderous sins I had been guilty of to find myself there.

UNSOLVED PROBLEM.

But no solution came to my mind for the five days that I was there. All I could think of was that they really took me for a spy, that they were simply taking their time to get together the court-martial, and that I would next find myself up against a wall, with a squad of soldiers lined up some yards away, and waiting for the word to fire. Curiously enough, after the first shudder was gone at the idea, I became rather resigned. I tried to imagine how many bullets would hit me. My conclusion was that out of twelve at least six or seven would go straight through, and it would all be over so quick that I would not have time to think.

I tried to divert my mind from these rumination, but the only other distraction I could find was to count the number of links in the chain that fastened my chair to the wall. I counted them at least fifty times, and I never really knew whether there were thirty-two or thirty-six links. I next discovered a book in the room, and tried to read. But it was only a children's story-book about "Cabin-Boys" and boys that are up men in the forest, and how to dress doll.

My first serious occupation, was the speech I was going to make to the judges of the court-martial. I mentally drew up about twenty speeches in those five days, and I think it should have been composed the beginning of any of them. I had hardly begun to write.

If you have lost your appetite, one of the best variety of dairy dishes at the **ALEXANDRA CAFE** is sure to tempt you.

LIBERTY AT LAST.

At the beginning of the fifth night the head warden came to my door, accompanied by someone who turned out to be a police commissary.

"Some more disagreeable news for me," I said to myself, and stood up to listen.

"I have come to inform you," said the commissary, "that I am to take you to Paris, to-morrow morning at six o'clock."

"Well, and what then?" I asked.

"After that," he said, "you can go to the office of 'The Daily Telegraph' and tell them where you have been, or do just what you like."

"Oh, well, that would suit me perfectly," I said, but I had very little faith in the commissary's words. I had so convinced myself that I was going to be executed as a spy that it was somewhat violent to take a different view so suddenly.

The next morning I was called out, given my belongings, and sent out of prison with a smile from my gendarmes. By that time my brain had cleared up a little, though I had not slept all night, at the anticipation of this change, and I really believed I was going to Paris. I was put in a car, with two soldiers as chauffeurs, and a gendarme. The distance was about 130 miles; we covered it rapidly in about four hours, taking coffee on the way, and in Paris the gendarme and the soldiers gave me my freedom after taking me to the courtyard in the Ministry of War. Talk of hard times for war correspondents in the past—they have grown much harder since—Mr. A. Beaumont in the "Daily Telegraph."

THE TRIUMPH OF AGE.

GIRLS OF YESTERDAY AND TO-DAY COMPARED.

It is the day of the old lady. "Westward the tide of Empire takes its way," and the evening of her days finds the modern old lady at her most charming, observes a writer in an exchange.

Her encroachments have been stealthy. There was a time when Woman was married at 16; and, if one may believe George Meredith, she had a wit and a wisdom which would only be credible now in her grandmother. She married at 16; she produced enormous families without apparently any great inconvenience to herself; she was an adept in all matters of the household; she decorated her family and dependents with simple made of herbs; she had her stillroom, where she distilled sweet waters; she brewed home-made beer and wines of cowslip and elder; she embroidered and sewed and spun. Altogether her memory is as fragrant as the sweet pomanders she made. She was simply pious and she had the simple virtues; she never needed to stir very far from her own fireside; she left the gaieties of life to her menfolk. She put on a bonnet when she was married and a cap at 40; and her grand-children were in her arms at an age when her grand-daughters were just begun to attract the notice of men.

"The Bapper," to use a horrible word—that and "Little Mary" are the most offensive things in the young century—is now as shapeless as the name implies. Think of a 16-year-old of your acquaintance and imagine her taking on her shoulders love and life, the happiness of many, the cares of a mother and wife and of a household, and imagine her carrying the burden and the love and the grief and fulfilling her woman's lot successfully!

Nowadays there is little or no romance connected with Sixteen.

THE CHARM OF EIGHTY-TWO.

I remember when the woman of thirty in fiction and in fact was hailed as a French innovation. I remember the coming of the woman of forty. By unobserved degrees there followed the woman of fifty. Not to put too fine a point on it, I know a woman of seventy who draws men of all ages about her chair, not because of her ripe wisdom, but because of her gaiety, her wiliness, her femininity.

How far will it go? Will the time come when a man shall wish to marry his grandmother? The most charming woman I ever knew—I use the word in its first and limited sense: it is "too often profaned for me to profane it!"—was a lady of 82. She would have passed for a fresh 60, as she went by in her rich black silk and old lace; but the roses of her complexion and the blue of her eyes had only a little part in her charm. Her maiden name was that of

one of the loveliest and noblest of the Elizabethan poets, whose blood ran in her veins. From the spacious days came her beautiful manners, in part at least. But though they owed something to tradition and inheritance, they could not have been what they were if there was not a beautiful heart behind them. Without the beautiful heart there can be no real soundness of manners.

Someone said of her, meaning a disparagement, that she always met one as if there was no one else in the world. But there was no one else in the world to her at the moment. She had so intense an interest in her world that the one to whom she spoke, for the moment, absorbed all her interests. Girls are apt to worship such a one as wholeheartedly as boys. I will not say that my dear old lady provoked offers of marriage; but in my knowledge there were not many young men who would stay with the girls if she were by. Crawled ago had no part in her.

CHAINS OF THIRTY.

My old lady was credited with having referred once with some scorn to girls of 30. It may come to that, that a woman of 30 may regard herself; may be regarded, as a child. We all know of marriages of women of 30 and 40 and 50 which turn out amazingly well. Is it that the woman of mature years has gained wisdom by experience and does not try her man by follies and exactions, as she might have done in calmer youth? Is it that friendship and community of interests binds faster than the flame of youth? I think it was a Frenchman who said that when an ugly woman loved she was loved like the devil. The French were also credited with the discovery of the women of 30, or 40, or 50. To be sure the jenne file is a grub-like creature in France. She never finds her wings till she is married; and the most fascinating women in France are grandmothers.

It was a man-made axiom that a woman was as old as she looked and a man as old as he felt; and this was a partisan statement. The women who are as old as they feel are all about us, and the younger they feel the younger they look. I know a woman of 40 who is the most charming of girls, with something airy, elusive, delicate as thistle-down about her fluttering beauty. All sorts of things keep a woman young. A roomful of thinking, imaginative women will look younger than a roomful of men of the same age and tastes and habits of mind.

COMPARISONS IN MARRIAGE.

Statistics prove that the age of marriage is postponed later and later. The young thing has not much chance nowadays against her maiden aunt, or it may be her mother. The ideal of comradeship in marriage has grown. I have seen in my time the woman left out of the men's diversions, I remember the ball-room deserted for the card-room, and the pretty girls sitting round the walls partnerless the night long. I have even seen the women, too, begin to play cards, to go to race meetings, to smoke, so that they could go with the men and be good comrades, and not the dead apart things that were the girls of yore. Golf was a great opportunity of the women. Good comradeship is a better provision for life's duty way than sentiment; and, indeed, there is no reason why romantic love should not live at the head of good fellowship.

One remembers old diaries and journals. It was an exceptionally brilliant woman who recorded that she and the ladies of the family sat all day working at a carpet they were making and read in between Blaise "Grove," a cheerful spiritual manual. "When the gentlemen joined us," she wrote, "they were always in a state of uneasiness to converse with our sex." The child-wife, I fancy, was left at home whilst her mate departed himself. She had to be left at home; there were so many things to do, so much to do. She was incredibly efficient, very often, though there may have been David Copperfield's, and she had time some-times to become a great woman as well.

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Price, 2/6 and 5/6.

DIPHTHERIA—HOW IT MAY BE AVOIDED.

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BY TELEGRAPH.

THE FIGHTING IN FRANCE.

The Allies Progressing.

1,600 German Prisoners Taken In Two Days.

London, Oct. 9, 4.55 p.m.

Today's *communiqué* in Paris says:—The general situation is unchanged. The two Cavalry forces continue to operate north of Lille. The battle continues along the line Lens-Arras-Vimy-Chaulnes-Roye-Laassigny. There has been only slight fighting from the Oise to the Meuse.

In Voivre there has been an artillery duel along the whole front. There is no change to report in Lorraine, the Vosges and Alsace.

London, Oct. 10, 1.25 a.m.

An official statement issued in Paris at 11 p.m. says there is nothing new to report except sharp fighting in the Roye region, where the Allies have taken 1,600 prisoners in the last two days.

London, Oct. 10, 5 p.m.

A Paris *communiqué* says:—The battle continues under satisfactory conditions to the Allies. All our fronts have been maintained, despite violent attacks by the enemy at several points.

London, Oct. 11, 3 a.m.

A French *communiqué* issued at midnight says there have been only Cavalry contacts south-west of Lille, but heavy fighting southeast and north of Arras. The enemy made vigorous attacks on the Meuse heights.

6.10 a.m.

A further *communiqué* states that there has been some cavalry fighting between Labasse, Armentières and Cassel, which was much confused owing to the nature of the ground.

The French made real advances in many places north of Oise, and have also achieved marked progress in the region of St. Mihiel.

LATEST NEWS FROM FRANCE.

Oct. 11, 5.25 p.m.

A Paris *communiqué* states that the German cavalry on our left, who had seized certain passages near the River Leys, to the east of Aire, have been driven back and retired yesterday evening to the region of Armentières. The enemy attacked vigorously between Arras and the Oise and on the right bank of the Aisne, without making progress. We made slight progress in the Centre to the north of the Aisne, particularly north-west of Soissons.

5.30 p.m.

Between Craonne and Rheims German night attacks have been repulsed. There is nothing to report between Rheims and the Meuse. The enemy attacked very violently in the Apremont and east of St. Mihiel. On the 9th and during the 10th inst. Apremont was taken and retaken and remains in our hands.

No change in Lorraine and the Vosges.

Thus everywhere we have maintained our positions.

Oct. 12, 1.25 a.m.

An official statement issued in Paris at 11 p.m. reports that nothing new has occurred except the capture of a flag near Laassigny. The general impression formed from the operations to-day is satisfactory.

AN EYE WITNESS' ACCOUNT OF RECENT FIGHTING.

London, October 9.

The Press Bureau has issued a statement by an eye witness with the British Headquarters describing the operations. On Wednesday, September 30th, there was a gradual development of situation, with only slight attacks by the enemy and occasional artillery fire. Thursday, October 1st, was a perfect autumn day and was very peaceful. During the night the enemy made a few new trenches. Friday was misty and thicker. At night our artillery demolished a mill which the enemy occupied as an advance post, their guns and quickfiring being wrecked. The Germans made their usual two night attacks on the customary spot. We had only six wounded and we captured two of the enemy's trenches and filled them in.

London, Oct. 10, 9.30 p.m.

A continuation of the narrative of the "eye-witness" at the British Headquarters issued by the Official Press Bureau, says that comparative calm continued from the 3rd to the 8th inst. The days were warm and slightly misty. A bright moon hampered night attacks, and the operations were almost confined to slight artillery fire. On Monday, the 5th instant, there were three separate duels between French and German aeroplanes. Two were indecisive, and the French were victorious in the other, killing two German aviators by quickfiring.

Another feature of the campaign was provided by French soldiers, coal-miners by occupation, who drove a mine gallery under an inaccessible gun of the Germans and blew it up.

11.55 p.m.

An addition to the narrative by an eye-witness at the British Headquarters is only notable for the remark that there is a lull in the operations on our immediate front pending a general advance. The eye-witness gives a lengthy description of the country, dwells upon the Germans' waste of ammunition and compares the invisibility of the British and French uniforms with those of the Germans.

FRENCH CONSULAR TELEGRAMS.

The following telegrams have been kindly sent to us through the local French Consulate:—

Official telegram from French Government through Peking:—In the North district on the French left wing, the Germans made no progress on the 7th and were obliged to retreat on several points especially North of Arras, where fighting is going on in good condition for Allies, although Lille was bombarded.

Operations of both cavalry are now developing nearly up to North Sea. Between Somme and Oise, Roye district, the Germans are still in force, but Allies take up again nearly all positions they had been obliged to yield. The density of the German troops seems to have decreased North of Aisne. In the centre nothing reported. On the heights of Meuse between Verdun and St. Mihiel German retreated North of Hattou-Chattel. They are at St. Mihiel and in several points North of St. Mihiel.

Violent German attacks West of Apremont failed. In other parts of Vosges and Lorraine no change is reported.

Oct. 8, 4.15 a.m.

Enemy makes no progress North district, and certain points have fallen especially North of Arras where fighting is developing under conditions favourable to us. Operations between both cavalry are now developing nearly up to North Sea. Enemy is in force Roye district, but we took up again nearly all the positions we had been obliged to cede. Density German North of Aisne seems decreasing. Enemy has fallen back North Hattou-Chattel but is still at Saint Mihiel and several positions North of Saint Mihiel. On the height Meuse violent attacks on West Apremont failed.

Russian advance is going on front Eastern Prussia. Violent fighting West Suwalki frontier is reported.

THE GERMANS ENTER ANTWERP.

The German Evacuates.

British Naval Brigade Participates.

London, Oct. 9, 11.20 a.m.

An Amsterdam telegram states that the attack on the Antwerp inner fort has started.

BY TELEGRAPH.

6.10 p.m.

An Amsterdam telegram reports that the bombardment of Antwerp was continued to-day in full force. It had slackened somewhat early in the morning. The sky throughout the night was red with flames. Half a million fugitives have arrived in Holland, and more trains are expected.

9.25 p.m.

A telegram from Ostend states that there are 300 guns before Antwerp—28, 80 and 42 centimetres having a range of 14 kilometres. There was a lull from 10 o'clock till midnight last night when the bombardment was resumed with the utmost violence.

London, Oct. 10, 8 a.m.

The *Morning Post* says it is informed on good authority that Antwerp has fallen.

The Press Bureau permits the publication of this statement but has no confirmation. The Belgian Minister also has no confirmation of the report.

5 a.m.

A message from Amsterdam despatched last night states that at 6 o'clock in the evening the *Handelsblad's* Roosendaal correspondent was informed by an officer, and also unofficially informed from Antwerp, that the Germans had entered the city through the suburb of Berchem.

8.50 a.m.

The newspapers at Amsterdam publish an official telegram from Berlin which states that Antwerp has fallen.

11.40 a.m.

A message from Amsterdam states that the German Staff to-day claims that several of the inner forts of Antwerp are in possession of the Germans, and that the Commander and the Garrison have left the region of the forts, only a few of which remain in the possession of the Belgians. The German occupation of Antwerp, however, is not prejudiced thereby.

12.25 p.m.

The British War Office announces that the Belgian forces evacuated Antwerp yesterday.

THE EVACUATION DESCRIBED.

London, Oct. 11, 1.15 a.m.

The Admiralty announces that, in response to the appeal of the Belgian Government a Marine Brigade, two Naval Brigades and some heavy naval guns, the whole under General Paris, were sent to participate in the defence of Antwerp. During the last week of attack till the night of the 5th inst., the Belgian Army and Marine Brigade successfully defended the line of the Nethe river, but on Tuesday morning the Belgian forces on the Marines' right were forced to retire. Consequently, the whole defence was withdrawn to the inner forts. This enabled the enemy to plant batteries and bombard the city.

The inner line of defences was maintained on Wednesday and Thursday, the city enduring ruthless bombardment. The behaviour of the British force was highly praiseworthy, and owing to the protection of outposts the losses are probably less than 300 out of a total of 8,000.

The defence could have been maintained longer, but not long enough to allow of adequate forces being sent for relief without prejudicing the main strategic situation. The enemy also began on Thursday to press strongly the line of communications nears Lokeren. The Belgians there fought with great determination, but were gradually pressed back by superior numbers.

In these circumstances the Belgian and British Commanders decided to evacuate the city. The British Commander offered to cover the retreat, but General Deguise desired that they should leave before the last division of the Belgian Army. After a long night march to St. Gilles the three Naval Brigades entrained. Two out of the three Naval Brigades arrived safely at Ostend, but the bulk of the first Naval Brigade were cut off by a German attack north of Lokeren, and 2,000 officers and men entered Holland in the neighbourhood of Hulst and laid down their arms, in accordance with the laws of neutrality.

The retreat of the Belgian Army was successfully accomplished. The retreat from Ghent onwards of the Naval Division and the Belgian Army was covered by strong British reinforcements. The Naval armoured trains and heavy guns were all brought away. The naval aviation park returned safely to its base protected by its armoured cars.

Scores of thousands of the population of Antwerp are streaming westward from the ruined and burning city.

A GERMAN COMMUNIQUE.

London, Oct. 11, 12.20 p.m.

A message from Amsterdam states that a German *communiqué* reports that Antwerp was evacuated by the British and the Belgians before the Germans entered. Pourparlers for the surrender were conducted with the Burgomaster. The number of prisoners taken cannot be estimated, but enormous supplies were taken.

The Kaiser has awarded the Decoration of Merite to the German Commander General Baessler. The latter, in a proclamation to the citizens, says that their property will be spared if they refrain from hostility, and adds:—"All retributions will be punished by the laws of war and may lead to the demolition of your beautiful city."

THE KING AND QUEEN OF BELGIUM.

London, Oct. 11, 6.40 a.m.

A telegram from Roosendaal states that the main British and Belgian force with King Albert has reached Ostend safely. Refugees state that King Albert is wearing his arm in a sling. It is reported that the Queen of the Belgians has arrived in London.

RUSSIANS TAKE 10,000 GERMAN PRISONERS AND 40 GUNS.

London, Oct. 9.

An Amsterdam telegram reports that a German *communiqué* states that there are no facts of decisive importance to report. In the western theatre of war the Russians, marching from Lomza, have reached Lyck.

London, Oct. 10, 4.40 a.m.

An official message from Petrograd states that the fighting on the East Prussian front has continued since the 3th inst. The Russians are pursuing the offensive and have occupied Lyck. Since the failure of the German invasion, the Russians have captured 10,000 prisoners and forty guns.

9.45 p.m.

A Petrograd *communiqué* says:—Obstinate fighting is proceeding in East Prussia. The Germans retiring from Lyck blew up the bridges. Artillery duels are in progress on the Vistula.

PRECAUTIONS ON THE LONDON METAL EXCHANGE.

London, Oct. 9.

The London Metal Exchange has resolved that all naturalised British subjects who are candidates for membership must give proof of exemption from citizenship of the country of origin. It has also decided that from the new year authorised and unauthorised clerks must be British subjects.

LORD HALDANE ON THE TERROR OF MILITARISM.

London, Oct. 10 5 p.m.

Lord Haldane addressed two great recruiting meetings at Newcastle. In the course of his speeches he said that he wished to say emphatically that it was fortunate the war had come when we were bound with three Powers. We should have been in a difficult position if we had been attacked alone. The terms of peace must be that the Militarism which perverted every talent of the German nation should be crushed and broken, and future generations freed from such a terror.

BY TELEGRAPH.

(Hauter's Service to the China Mail.)

DEATH OF CARDINAL FERRATA.

LONDON, Oct. 10.

A telegram from Rome states that Cardinal Ferrata, Pontifical Secretary of State, died this afternoon.

KING OF ROUMANIA DEAD.

LONDON, Oct. 10.

A telegram from Petrograd says that the King of Roumania is dead. His Majesty was 75 years of age.

WAR NEWS.

Beside the ships already completed and in commission, it would be possible in a short time to strengthen the British Navy with the following vessels:—Battleships: Beowulf and Empress of India (Iron Duke class). Queen Elizabeth and Warspite, 8 15-inch guns, speed 23 knots. These are the new Queen Elizabeths, which depend entirely upon oil fuel.

Battle Cruiser: Tiger (Queen Mary class). All these ships are building for the British Navy, and the latest are due to be completed by October.

Besides these, there are building in this country for foreign Powers:—Aircraft carrier (ex Rached V.) (Turkey). Erin (ex Birindji), ex Rio de Janeiro, Brazilian, then Turkish. These two have been already purchased by the Admiralty.

Also the Albatross and Albatross (ex Albatross), 10 14-inch guns. These are due for completion this year; but their 14-inch guns would introduce another calibre of weapon into the Navy, and conflict the ammunition supply.

The whole of the eight "light armoured cruisers" of the Albatross class should also be available for service.

THE EFFECTS OF WAR.

The big German firms of Carl Zeiss and Carl Zeiss, Jena, and Carl Zeiss, Jena, have shut down their branches in Mukden, says the "Peking Daily News."

"THE TIME OF THEIR LIVES."

Speaking of the possible invasion of England, the military correspondent of "The Times," wrote in the third week of August:—"There is no need about our numbers but only about our dispositions. We have 330,000 Regulars, 350,000 Territorials, 70,000 Special Reserve, 200,000 Militia, 100,000 Reserve, and 100,000, nearly of recruits for the New Army, say nothing of the Volunteers in Ireland. Even after deducting from these the force sent to France we have, he says, enough to give all the Germans who care to come here the time of their lives."

KITCHENER'S SECOND HUNDRED THOUSAND.

England Under Arms

London, Sept. 2.

"With splendid alacrity, that will by and by bear untold blessings," remarks the "Daily Telegraph" this morning, "100,000 of the stoutest young men of Britain responded to Lord Kitchener's first call to the flag. They are now rapidly training for active service, and will find a place in the fighting forces, moulded to the form of the British soldier. A second call has gone forth from the same magnetic quarter for another 100,000. This too is being responded to in a way to fill Englishmen and Englishwomen with pride."

HOW TO PREVENT WAR IN THE FUTURE.

To the Editor of the "Shanghai Mercury." Sir,—Originally every individual had to fight to redress his own wrongs; this was the savage state of the human race. In time the individual suffers wrong let him not avenge himself but come to me, and I, as Head of the Clan, will see right done. Later on the clan quarrelled, and a King rose and said, "Do not fight to right your own wrongs but bring them to me, and I, as Head of the Nation, will have justice done." Still later Kingdoms wronged one another and fought until an Emperor arose and said, "Do not fight individually; I will bring the reason of the whole Empire to secure justice." To-day Empires are fighting each other with brute force like savages, but on a colossal scale that staggers all good men. To end this barbarity what we need is, not increase of armaments or improved methods of destroying our neighbours, nor to get back to the status quo ante, as was done after the Napoleonic wars, but a further development of political evolution, that Empires should submit their differences to one Central Government, therefore,

1.—There should be established one Central Government for the whole world.

2.—There should be no independent national arms or navies, but all united under the one Central Government to police the whole world.

3.—There should be no reliance upon Treaties or Alliances or Pacts, which are now regarded by some nations as waste paper, but on loyalty towards God and the best interests of the human race, on Reciprocity—one Zollverein for the whole world, which is righteousness; thus with one bond we should break the chains of barbarism and secure the freedom of the children of God, and the universal adoption of the Golden Rule.

4.—There should be no indefinite waiting for the end of the present war, but the leading nations who are willing to co-operate on these bases, including China and Japan, should at once communicate with the Hague Tribunal, and when three-fourths of the nations have agreed to these terms let them take control of the whole world without delay, so as to save the countless lives, the untold human suffering and the priceless property now so recklessly sacrificed.

Irretrievable forces should be brought to bear for the maintenance of law and order.

5.—There should be a fine imposed on the nations who will not co-operate for the good of the whole world, regarding that as their first duty, and the interest of their own nations as only second to it. The fine should consist in responsibility for all general war expenses incurred after a certain date has been fixed to end war.

THOMAS RICHARD.

Shanghai, September 1914.

VICTORIA THEATRE

TUESDAY 13th WEDNESDAY 14th

THURSDAY 15th

The Sensational Drama

2500 feet long

THE SOLD T.TLE

THE FAMOUS ARTISTES

DOUGLAS and BARRY

IN THEIR PATRIOTIC SONGS.

Look out for November 6th

MONSTER PROGRAMME UNDER PREPARATION FOR THE PRINCE OF WALES FUND.

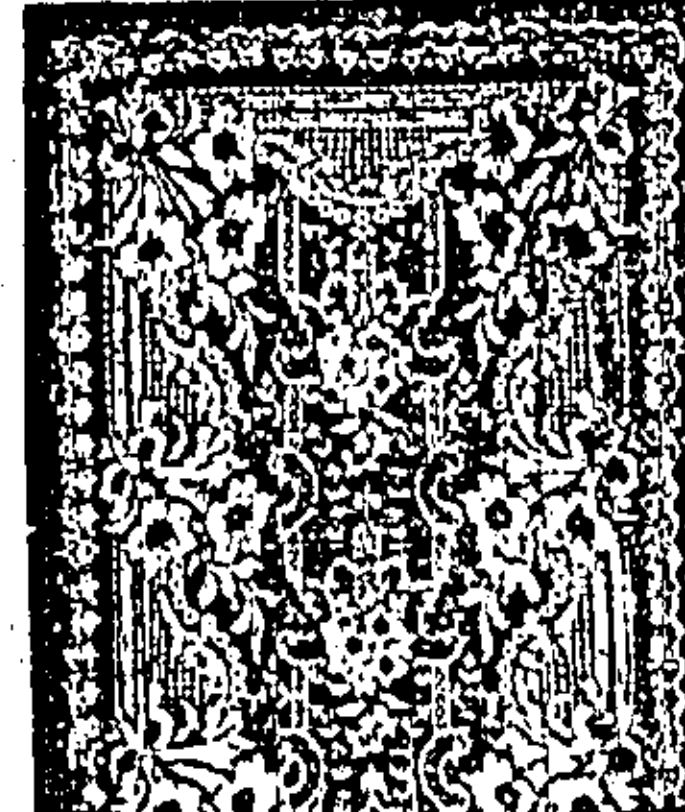
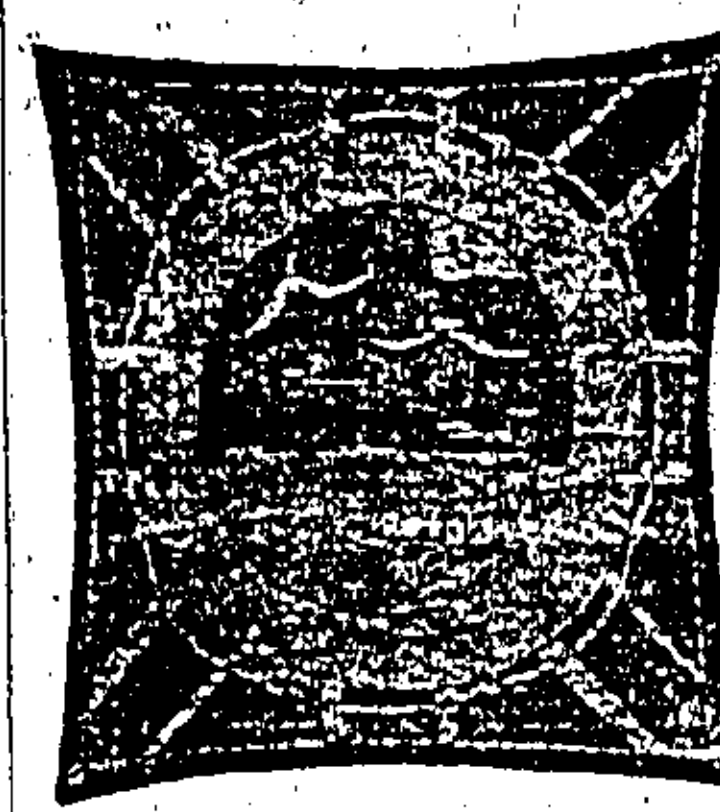
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Household Drapery, Boots & Shoes.

ALL GOODS IN THESE DEPTS. AT

REDUCED PRICES.



THESE FEW ITEMS WILL INSURE THE V. LUE WE ARE GIVING THIS WEEK

CUSHIONS.
TAPESTRY TOP AND SATIN
BACK FILLED WITH PURIFIED
COTTON.
SALE PRICE \$1.50 EACH.

NOTTINGHAM PLACE CURTAINS
SIMILAR TO ILLUSTRATION.
31 YARDS LONG.
WEIR AND ELEG.
SALE PRICE \$2.40 A PAIR.

WADDEN QUILTS FOR SINGLE BEDS. SALE PRICE \$1.50 EACH.
ALL HOUSEHOLD DRAPERIES AND BOOTS AT
SPECIALLY REDUCED PRICES
FOR ONE WEEK ONLY.

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Imperial Japanese Household Department

KIRIN BEER

Light Palatable and Wholesome.

Eminently suited for this Climate.

Won the Highest awards at all

the Exhibitions.

For Sale at all the Hotels and

Restaurants in Hongkong.

Fresh Supplies by every Mail.

Price per case 4 dozen Quarts Duty Paid \$12.50

Price per case 6 dozen Pints Duty Paid \$13.00

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Gande, Price & Co., Ltd.,

6, Queen's Road Central,

Tel. No. 185

HONGKONG.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

ALL despatches VESSELS to the Undermentioned PORTS in or about the
D. T. S. called —

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI, MOI, KOBE, NELLORE	Cap. J. J. J. J. J.	21st Oct.	Freight and
YOKOHAMA	Cap. J. J. J. J. J.	21st Oct.	Passage.
COCHIN, via CAYENNE	Cap. J. J. J. J. J.	21st Oct.	See Special
of CAYENNE	Cap. J. J. J. J. J.	21st Oct.	of CAYENNE.
SHANGHAI	Cap. J. J. J. J. J.	21st Oct.	Freight and
LONDON & GENOA	Cap. J. J. J. J. J.	21st Oct.	Passage.
PORT SAID & MARSA MATRUH	Cap. J. J. J. J. J.	21st Oct.	Freight and

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured
under the British Government National Insurance Scheme and they can effect
War Risk Insurance on individual shipments with The National Insurance
Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

SAILINGS TEMPORARILY WITHDRAWN.

The EMERALD OF RUSSIA and EMERALD OF ASIA are now quadrupled
screw 21 knot speed, displacement 10,000 tons, 10,000 tons displacement,
the finest, fastest and most luxurious on the Pacific.

It is noteworthy that the Company's Pacific Fleet are equipped with the
latest wireless and radio.

Each Trans-Pacific steamer is equipped with a Mail Express
Train and a Quibus with the Company's Atlantic Mail Steamers.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSENGER RATES HONGKONG TO LONDON

EMERALD OF RUSSIA	Optional Atlantic Port £71.10.
EMERALD OF ASIA	Optional Atlantic Port £71.10.
EMERALD OF INDIA	Optional Atlantic Port £71.10.
EMERALD OF JAPAN	Optional Atlantic Port £71.10.
MONTAGUE	Optional Atlantic Port £71.10.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the
option of purchasing from San Francisco by the steamers of the Pacific Mail S.S. Co.
or from Vancouver by the steamers of the Canadian Pacific Railway Co.

Travel and through passengers may, if desired, travel by rail between ports of call
in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and
Military Officers, European Civil Servants, Missionaries, etc. Full particulars
on application to Agents.

Through Passengers are allowed 1500 Yards privileges at the various points of
interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. GRANTON, General Traffic Agent.

Corner Pender Street and Praya (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELT,
DELTA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG:	Connecting with "GULFAT" 17th November.
23rd October.	

Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA
DELTA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient indentment offers, and forwarding the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From HONGKONG S.S. "SALAMIS" on 25th of October.
First Class Accommodation for Passengers.
Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.
MANAGING AGENTS.

NATAL LINE OF STEAMERS

MAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at COLOMBO, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.

Proposed Sailing from Hongkong:

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
KUT SANG	Oct. 14th	"UMKUI"	30th Oct.
KUM SANG	Oct. 21st	"A" Steamer	Middle of Nov.

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).

FOR BOSFOR & NEW YORK.

S.S. BOLTON CASTLE on or about 15th October.

S.S. ATHOL on or about 28th October.

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DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI
(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

Sailing

S.S. BANRI MARU, For Spore, Batavia, Oboe, Samarang & Sourabaya 21st Oct.

For Freight or Passage apply to

DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

OPERATING	MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 15000 tons	SIBERIA 15000 tons
CHINA 10000 tons	NILE 10000 tons
PERSIA 8000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. SIBERIA	Sailing TUESDAY, 13th Oct., 1 p.m.
S.S. CHINA	TUESDAY, 27th Oct., 1 p.m.
S.S. MANCHURIA	TUESDAY, 3rd Nov., 1 p.m.
S.S. MONGOLIA	TUESDAY, 1st Dec., 1 p.m.

These steamers are famous for their speed, comfort, and the superiority of
the cuisine, which is the result of the personal supervision of Mr. V. Morton, the world-famous
chef. Large staterooms, equipped with electric fans, and running water. Berths
equipped with electric heating lamps. Passengers' baggage—mail water returning
tank, telephone, deck chairs, etc.—not a dull moment throughout the trip.
The Safety and Comfort of Travel is Our First Consideration.

For further information, rates, itineraries, schedules, etc., apply to

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For San Francisco via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama
and Honolulu.

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SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed.	Leave Hongkong.
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CHIYO MARU 22,000-21 knots Tuesday, 20th October.

TENYO MARU 22,000-21 knots Saturday, 14th Nov.

SEIYU MARU 22,000-21 knots Tuesday, 8th Dec.

Steamers via Shanghai, will be despatched at NOON.

First Class to London £71.10. Return (6 months) £120.

First Class to New York £50. Return £96.10.

San Francisco £45. Return £88.

Passengers purchasing Trans-Pacific Return tickets have the option of returning
from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VAN-
COUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS,
MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail
Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz,
Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer.	Displacement	Tons & Speed.	Sailing.
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ANYO MARU 19,500-15 knots Wednesday, 2nd December.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.

Telephone 281, KING'S BUILDING (opposite Blake Pier).

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

POSTAL SERVICE TO AND FROM JAPAN,
via SHANGHAI.

POSTAL SERVICE TO AND FROM EUROPE,
via SUEZ CANAL.

FOR	STEAMERS	CAPTAIN	To SAIL
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SHANGHAI, KOBE AND YOKOHAMA ATLANTIQUE 19th October.

MARSEILLES, via PORT OF CALL

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO, BOMBAY and
AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

For further particulars apply to

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THE EASTERN & AUSTRALIAN
STEAMSHIP CO. LIMITED.MAIL SERVICE
TO AUSTRALIA, via MANILA.

MAIL SCHEDULE

SUBJECT TO MODIFICATION

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
----------	--------------------------------	------------------------------

ALDENHAM October 21st October 30th at 10 a.m.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice. Fresh Provisions, etc., and are lighted throughout with Electricity.
All State Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	To SAIL
SINGAPORE	Chienan	Oct. 13, at 4 p.m.
MANILA, CEBU & ILOILO	Chienan	Oct. 13, at 4 p.m.
HONGKONG & SHANGHAI	Chienan	Oct. 14, at 10 a.m.
SHANGHAI	Chienan	Oct. 15, at 4 p.m.
MANILA, CEBU & ILOILO	Chienan	Oct. 20, at 4 p.m.
WEIHAIWEI & TIENTSIN	Chienan	Oct. 24, at Noon.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE. Twin Screw Steamers "Chienan," "Taming," & "Tea"
Excellent Saloon accommodation, Electric Fans fitted. Extra state-rooms
on deck, etc. on "Taming" and "Tea."

SHANGHAI LINE. The Twin Screw Steamers "Anhui," "Chienan,"
"Shanghai," and the S.S. "Hanchow," "Luchow," and "Yingchow," having excellent
accommodation with Electric Light throughout and Electric Fans in the state-rooms
and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and
Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and
Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern
China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of trans-
shipment at Woosung.

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BUTTERFIELD & SWIRE,

Telephone No. 38.

AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
*SINGAPORE, PENANG & CALCUTTA	*KUTSANG ...	THURSDAY, Oct. 15, at 3 p.m.
*SANDAKAN	HINSANG	SATURDAY, Oct. 17, at Noon
*MANILA	YUENSANG	SATURDAY, Oct. 17, at 3 p.m.
*SHANGHAI	YUSANG	THURSDAY, Oct. 22, Daylight
*SINGAPORE, PENANG & CALCUTTA	*KUMSANG ...	SATURDAY, Oct. 24, at 3 p.m.
*MANILA	LOONGSANG	SATURDAY, Oct. 24, at 3 p.m.

RETURN TOURS TO JAPAN.

These Steamers Kutsang, Nanking and Fooking leave about every 3 weeks for Shang-
hai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time
occupied 30 days. This service is supplemented by the Yutaka, Kumano,
and Yutaka leaving Hongkong at regular intervals for Yokohama, Kobe & Moji
and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric
Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin,
Dairen, Weihaiwei & Tsingtau.

Taking Cargo on through Bills of Lading to Kaitai, Labad, Dairen, Simpsun,
Taoai, Utsun, Jessoon and Labasa.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals
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PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE.

'SEIRE' LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure.
-----	---------	--------------------

LONDON & ANTWERP MONMOUTHSHIRE About 4th November.

TRANS-PACIFIC 'SEIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE,
TACOMA & PORTLAND via
HONOLULU 'GLENROY' About 27th November.

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AGENTS.

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A P C A R LINE.

REGULAR SERVICE BETWEEN

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AND JAPAN PORTS.

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STEAM FOR

STRAITS, CEYLON, AUSTRALIA,
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PERSIAN GULF, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATA
VIA. PERSIAN GULF, CONTIN-
ENTAL, AMERICAN AND SOUTH
AFRICAN PORTS.

THE Steamship MALTA, Capt. G. W.
COCKMAN R.N., carrying His Majesty's
Mail, will be despatched from this
port for HONGKONG, on FRIDAY, the
22nd October, at noon, taking Passengers
and Cargo for the above ports, connect-
ing with the Company's Steamship Malta via
from Colombo, Passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuable, and Tea and Cargo
for Italy, France, and London (under
arrangement) will be transhipped at
Colombo into the mail steamer proceeding
direct to Marseilles and London. Other
Cargo for London etc., will be conveyed
via Bombay and transhipped by the S.S.
Arabis due in London on 4th Dec.,
1914.

Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, Oct. 10, 1914.

'INDRA' LINE, LIMITED.

For NEW YORK via SUEZ CANAL.

(With Liberty to Call at the Malabar
Coast).

THE Steamship

"SAINT FILLANS"

Will be despatched as above on 6th
November.

For freight apply to—

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215, Sub. Ex. No. 2.

Hongkong, Oct. 9, 1914. 1081

NOTICE

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AND

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 Codes Used: A, B, C, Fifth Edition, Engineering First and Second Editions, Western Union, and Watkins.
 Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
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 ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.
 Modern up-to-date plant operated by our own specially trained
 workmen under expert European supervision.
 All classes of light steel work manufactured by the above process.
 Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLITS ARE AS FOLLOWS

NAME OF DOCK OR SLIT	LENGTH	BREADTH	DEPTH	WATER	WIND	WIND
NO. 1 DOCK, KOWLOON	200	100	10	10	10	10
NO. 2 DOCK, KOWLOON	150	75	10	10	10	10
NO. 3 DOCK, KOWLOON	100	50	10	10	10	10
NO. 4 DOCK, KOWLOON	100	50	10	10	10	10
NO. 5 DOCK, KOWLOON	100	50	10	10	10	10
NO. 6 DOCK, KOWLOON	100	50	10	10	10	10
NO. 7 DOCK, KOWLOON	100	50	10	10	10	10
NO. 8 DOCK, KOWLOON	100	50	10	10	10	10
NO. 9 DOCK, KOWLOON	100	50	10	10	10	10
NO. 10 DOCK, KOWLOON	100	50	10	10	10	10
NO. 11 DOCK, KOWLOON	100	50	10	10	10	10
NO. 12 DOCK, KOWLOON	100	50	10	10	10	10
NO. 13 DOCK, KOWLOON	100	50	10	10	10	10
NO. 14 DOCK, KOWLOON	100	50	10	10	10	10
NO. 15 DOCK, KOWLOON	100	50	10	10	10	10
NO. 16 DOCK, KOWLOON	100	50	10	10	10	10
NO. 17 DOCK, KOWLOON	100	50	10	10	10	10
NO. 18 DOCK, KOWLOON	100	50	10	10	10	10
NO. 19 DOCK, KOWLOON	100	50	10	10	10	10
NO. 20 DOCK, KOWLOON	100	50	10	10	10	10

HEAD OFFICE: KOWLOON.

Please Address Enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.E., Kowloon Dock, Hong Kong.

KOWLOON-CANTON RAILWAY.

Time Table - From 1st. October 1914.

OUT												IN											
Kowloon	6.50	7.42	8.40	11.25	2.00	3.00	5.15	7.50				Canton		7.15	8.50	9.55							
Hong Kong	6.54		7.44	11.29	2.04							Sham Chan	8.05	10.05	11.35	2.55	4.30	6.15	6.22		8.45		
Yau Ma Tei	6.59		7.49	11.36	2.09		5.22	7.37				Sheung Shui	8.12		11.41	3.01	4.38		8.29				
San Tin	7.10		10.02	11.48	2.19		5.33					Fan Ling	8.16		11.44	3.05	4.40		8.32	8.53			
Tai Po	7.23		10.22	12.02	2.23		5.38	8.01				Tai Po Market	8.26		11.55	3.16	4.51		6.40				
Tai Po Market	7.27		10.27	12.06	2.27		5.50					Tai Po		8.32	13.01	3.26	4.57		6.43	9.07			
Fan Ling	7.38		10.37	12.19	2.36		5.58	8.31				Sha Tin		8.44	12.14	3.38	5.10						
Sheung Shui	7.39		10.39	12.22	2.50		6.01	8.38				Yau Ma Tei	8.66		12.27	3.49	5.23			9.29			
Sham Chan	7.44		8.30	10.15	12.10	2.54	3.45	6.03	8.24			Hung Hom	9.03		12.31	3.53	5.27						
Canton		11.19		6.65		6.33						Kowloon	9.05	10.45	12.34	3.58	5.30	6.55	7.08	9.38			